

TELEGRAPHIC.

WINNIPEG, August 5, '97.
Cuban insurgents were defeated in three engagements.
Sir Wilfrid and Lady Laurier have gone to Switzerland.
Ontario's crop yield will be heavy but inferior in quality.

German papers call for a tariff law against the United States.
It is reported that Belgium will propose a treaty with Canada.

Continued drought in Missouri is greatly damaging the crops.
A small squad of the N. W. M. P. left Regina for the Yukon.

Insurance companies refuse to take risks on Yukon gold miners.
Pirates captured the British steamer Fogue and killed the captain.

Hundreds of men are at Dyea inlet, unable to get over the Chilkoot pass.
Step have been taken to enforce the alien labor law in Manitoba and the Territories.

Five hundred people were killed by an eruption on Lusan island, one of the Philippines.
United States papers are protesting against Canadian mining negotiations in the Yukon.

Rev. Alexander Grant, pastor of Winnipeg Baptist church, was drowned in Nipigon river.
Hon. Mr. Mulock is considering establishment of a regular mail service to points in the Yukon.

It is charged that the Transvaal Boers supplied the Matabele with arms and ammunition.
Fort Chikidara, Chitral, has been relieved after severe fighting in which the natives lost heavily.

The so-called conferences on the Behring sea question will be confined to an exchange of expert opinion on seal life.
Surveyors have been appointed by the Dominion and Ontario governments to determine the boundary between Manitoba and Ontario.

The U. S. has put a duty of quarter of a cent per pound on Canadian fresh fish. The imposition of the duty will tend to benefit Canadian fishing companies.

LOCAL.

TRAIN left Calgary on time.
The total rainfall for July was 4.10 inches.

JUDGE ROULEAU returns south in the morning.
Com. HERCHIMER of the N. W. M. P. is in Ottawa.

K. W. McKENZIE and bride are expected in on to-night's train.
The public schools here will re-open on Tuesday next, the 10th inst.

A SPECIAL train left Calgary on Sunday loaded with navies bound for the Crow's Nest Pass.
WORK on the Crow's Nest Pass is being pushed ahead as rapidly as men and machinery can do the work.

K. KNECHTEL, of Hanover, Ont., came in on Monday to look over the country with a view of locating here, together with a large party from his locality.

F. H. MCKENZIE, nephew of Mr. McKelton of the Stargess settlement, came in from Scotland on last train and will take up land and settle permanently in this district.

The Northwest went up the river yesterday to get timber on which the will be hauled out preparatory to being laid up for the winter here. She is expected down in two or three days.

The East Kootenay Miner, a new paper established at Golden, B. C., is to hand. It is a result of the mining boom in East Kootenay for which Golden is at present the Canadian outfitting point.

A PARTY of New Yorkers bound by the inland route for the gold fields of the Yukon, is expected in on to-night's train. They are bringing with them a large boat which they will use on the northern rivers.

The Winnipeg party bound for the Yukon arrived on last train and proceeded north to the Landing where Mr. Stephenson had already preceded them and was working on the boat in which they will travel down the northern rivers.

The fire brigade here will hold a basket picnic on the Hudson's Bay Co. flat on Tuesday the 24th inst. A programme of attractions consisting principally of athletic sports has been arranged. The band will be in attendance and a pleasant time is anticipated.

MISSERS J. C. and W. B. Johnstone, of California, arrived on Monday's train and are looking over the country in this vicinity. If the prospect is satisfactory they will locate permanently here, together with several brothers who are yet in the States, and start a large dairy farm.

The settlers of Poplar lake and surrounding district will hold a basket picnic in John Fielders' grove on Wednesday next, the 11th inst. Amusements, consisting of outdoor sports, croquet, football, etc., will be provided. Lunch will be served from five to seven. Everyone expected to bring a basket and all are welcome.

MISSERS S. McNeil, A. E. Lee and F. G. Taylor are selling their personal property preparatory to starting for the Yukon by the inland route. Messrs. McNeil and Taylor's effects consisting of furniture, etc., will be offered for sale by public auction on Saturday next. They will take a number of others, intended starting for the gold fields next week.

JUDGE ROULEAU has been holding chambers since Tuesday morning. The greater number of the applications heard were for the confirmation of tax sale of lands by the town. A number of the applications were refused on the ground of technical errors in assessment, etc. This will necessitate the lands involved being resold unless previously redeemed.

MISSERS T. A. Stephen, J. A. Gibney, W. R. Honey, A. E. Lee and H. Woodward have almost completed the purchase of their supplies and will be prepared to start on their trip to the Yukon in a few days. Mr. Gibney goes north to the Landing to buy the boat in which they will transport themselves and their supplies into the north. A full list of the supplies which they are taking will be published next issue for the information of any one contemplating taking the trip. The party will winter in the mountains and cross into the Yukon country on the opening of navigation in the spring.

THE C. W. A. bicycle meet will be held in Calgary on the 6th and 7th of Sept.
REV. MR. DYKE, who went down on the Northwest to Victoria, returned last night overland, after holding services at Whitford, Manawatu, and Victoria, and visiting through the settlements of Beaver lake on his return.

CAPT. SEIGERS, F. Hardisty, S. McNeil, F. G. Taylor and F. M. Robertson intend starting for the Yukon via the Mackenzie river, as soon as they can purchase their supplies and complete arrangements for their trip, which will probably be next week.

COUNCIL met as a court of revision last night and heard the list of 28 appeals against assessment, mostly on account of change of ownership. At a special council meeting held afterwards by law 143 to borrow \$804 to pay for frontage improvements on Namayo avenue was passed.

The Regina Standard mentions that E. Pearson, M. L. A. for Medicine Hat district, left Maple Creek on July 16th with three carloads of stock, which he proposes to take to the Yukon. He is accompanied by J. Fleming, Chas. Sinclair and Fred. Nicolls. The latter bought out of the police to go.

A PARTY of pleasure seekers composed of the Misses Dean and Messrs. F. G. Taylor, Bentley and others, left yesterday for Lac St. Ann where they will meet Miss Taylor Don. Hardisty and together the party will proceed to White Whale lake, where they intend spending a couple of weeks camping out.

A. McLAY, of Horse Hills, has a small patch of fall wheat which is now ready to cut and shows a big return. A farmer at the White Mud is said to have several acres of fall wheat which has done well. The advantage of fall wheat if it can be grown successfully is that it ripens much earlier than spring wheat.

MISSISS. Marriaggi, Apoux and Berland, the second party to leave Edmonton for the Yukon, went south on last train taking the same route as Louis Couture and his party, namely west to the coast and then northward on one of the Alaska bound steamers. On Monday night at the Queen's hotel a farewell supper was given to Mr. Marriaggi by some of his friends, and a very pleasant time was passed.

S. Maltner, who spent a winter on the Mackenzie some years ago, has written R. Secord that he will be at Edmonton shortly on his way to Chipewyan where he will winter. He will go on to the Arctic next season. During his former trip when in Alaska, he shot a white mountain sheep and has sent a photo of the head to Mr. Secord. Mountain sheep it may be mentioned are grey in color in the Rocky Mountains west here.

CAPT. and Mrs. J. M. McDonald came in on Monday from San Francisco and are registered at the Alberta. Capt. McDonald says that the excitement aroused in the States generally and San Francisco and other coast cities in particular, over the great gold finds in the Yukon, is beyond belief. We in Edmonton would not believe the fever it has created in the States. Coal ships and other vessels which can be procured are being chartered in San Francisco and fitted up to enable them to transport goldseekers to Alaska, and the people are leaving in hordes.

S. D. SCOTT, of the St. John, N. B., Sun, who in company with A. Bell, P. L. P. Pictou, Nova Scotia, paid a hurried visit to Edmonton early last month, has been giving his readers in the Sun the benefit of his impressions. Certainly Edmonton has suffered no loss of reputation from Mr. Scott's visit. His articles are most readable and place Edmonton and district in a very favorable light before the readers of the Sun. Mr. Scott is not one of those provincialists who can see no good in Canadian development outside his own province. He is willing to help along progress that the conditions favor.

The party of Hamiltonians referred to in last issue being on the way to their Yukon via Edmonton and the northern route, did not come north from Calgary as they intended but changed their minds and decided to go by way of the coast. The change in their plans was caused, so it is seriously stated, by advice given them that they would starve to death or freeze on the journey across the northern wilderness. A man assuring them that he had known of 16 feet of snow falling in 24 hours on the Athabasca. As the party was largely, if not entirely, composed of young men altogether inexperienced and unaccustomed to the hardships incidental to such a trip as the long journey by river and portage from Edmonton to the gold fields, their decision to go by the less arduous coast route was undoubtedly a wise one.

Before G. W. Gairdner, J. P., on Wednesday, July 29th, the case of Tough v. Gates, under the Master and Servant's Ordinance, for desertion of employment, came up for hearing. The defendant was found guilty and fined \$25. and the costs of the court.

COUTURE AND PARTY.
The following letter has been received from L. Couture, who left in the last week in July for the Yukon. It is dated Vancouver, July 30th:

"The Edmonton party arrived here twelve hours late and leaving for Victoria at 1 p. m. I have been lucky enough to secure passage on steamer Domik, which is to leave on Sunday evening. The excitement for the Klondike gold fields is like old California days. It is almost impossible to secure passage, and rates are high, particularly over the route to the Chilkoot and White passes. The party is all well and all very glad to be able to get through."

HARVEST.
Crops are splendid throughout this section of the country, and are well advanced. If no accident happens this will be the heaviest all around crop ever cut in the Edmonton district. The only drawback back so far has been a few local hail storms, which were very destructive over small areas and slightly damaging over larger areas. Barley is ready to cut in some places already and wheat cutting will probably commence next week. The late rains lodged some wheat, but the present excellent weather will prevent much damage from resulting.

ALL accounts due James Lauder, Baker, etc., must be settled by the 15th August, if not they will be placed in my solicitor's hands for collection. No exceptions will be made as I need all moneys due me.

JAMES LAUDER, Baker, Edmonton.

NEW ADVERTISEMENTS.

WANTED.
Four good stone-masons and bricklayers. Wages \$4.00 per day. Only good men need apply. Apply at South Edmonton Brewery.

TENDERS WANTED.
For the workmanship and material of a stone foundation, and for the erection complete of a cottage. Plans and specifications can be seen at the office of W. S. Edmonston, Architect, Imperial Bank Block, on and after Monday, the 9th August.

THE YUKON.

PUBLIC MEETING.

Notice is hereby given that a public meeting will be held in the Robertson Hall on Saturday, the 7th inst., at 8 p. m. for the purpose of discussing the opening of a direct route to the Yukon.

By order.
J. A. McDOUGALL, Mayor.

NOTICE.

A special meeting of the Board of Trade will be held at the Council Chamber on Tuesday, August 5th, at 8 p. m. sharp, to request the Dominion Government to open up a trail to the Yukon gold fields.

The public in general are invited to attend.
By order.
GEO. W. GAIRDNER, Sec. tar.

NOTICE.

THE LIQUOR LICENSE ORDINANCE 1891-92 AND AMENDMENTS THEREOF, NORTH-WEST TERRITORIES.

Application has been made by Neville White, of Edmonton, for transfer of an Hotel License granted to Bertha Hets.

In case any protest against the granting of this transfer is received within 14 days from the date of the advertisement of this notice, the application will be considered by the Board of License Commissioners for the Northwest Territories, on Tuesday, the 31st day of August, 1897, at 10 o'clock a. m.

Dated at Regina, this 31st day of July, A. D. 1897.
VICTOR DODD, Chief License Inspector.

Auction Sale

Household Effects

WITHOUT RESERVE.
I have received instructions from S. McNeil and F. G. Taylor to sell by public auction on Jas. McDonald's corner on

Saturday Next, the 7th Inst. at 2 p. m. their complete outfit, consisting of Bedroom Suites and Furniture generally.

Come one, come all, and by your bids give the boys a lift to the Golden Yukon.

W. S. ROBERTSON, Auctioneer.

Good Business for Sale.

A good Bakery Business also a good Fruit and Confectionery Business having all the best trade. Will sell all together or separately. Cause for selling, ill health.

JAMES LAUDER, Baker, Edmonton.

To The Yukon!

Via Edmonton and Peace River.
To enable Goldseekers to get there I will offer at 2 p. m. on

SATURDAY, AUGUST 14
Opposite Imperial Bank, Edmonton.

A small band of first-class horses, also one general purpose team of geldings, one driving mare, one milch cow and calf, one 2-year-old steer, 2-year-old heifers, one set single harness, one cart, one top buggy, a quantity of household effects, carpets, etc.

Terms, cash. Live stock, 20 per cent. cash, balance six months with approved joint notes.

W. S. ROBERTSON, Auctioneer.

NOTICE!

All accounts due James Lauder, Baker, etc., must be settled by the 15th August, if not they will be placed in my solicitor's hands for collection. No exceptions will be made as I need all moneys due me.

JAMES LAUDER, Baker, Edmonton.

Golden Yukon!

Anyone who is thinking of going to the Yukon should be careful in selecting their outfits. In the first place they should have the proper kind of Clothing, and secondly, plenty of it.

It matters not to us if your pile is large or small, we can fix you up as cheaply as the cheapest, and as elaborate as the best. It is our business. Come and see us. Our experience and knowledge is at your disposal. We have lots of good strong

Pants, Overalls, Shirts, Underwear

at Right Prices.

W. T. HENRY & Co.

Men's Complete Outfitters.

P. Heimnck & Co.

REAL ESTATE EXCHANGE.

BURD ESTATE!

The Burd Estate, fronting on Namayo Avenue, will be placed on the market by P. Heimnck & Co. on Tuesday, July 20th.

TERMS OF PAYMENT.
25 per cent. cash, balance in 3, 6, 9 and 12 months. Also on the monthly instalment plan, with 8 per cent. interest.

The Burd estate comprises the most central portion of the town for residential purposes. The above terms bring it within the reach of everybody to acquire a good location for a home at the most moderate outlay.

For prices and other information regarding the sale of the above property, see P. HEIMNCK & Co., Edmonton.

Price 8 1-2 cts. per pound cash.

Apply to the undersigned, or to Mr. Longmore.

THOS. ANDERSON.
South Edmonton, July 28th, 1897.

Tenders Wanted.

Tenders will be received by the undersigned until noon on Monday, the 2nd August, for the contract to cut and stack all the hay on the Hudson's Bay Co.'s land directly north of Edmonton, known as the Hudson's Bay Co.'s slough, and now fenced in. The lowest or any tender not necessarily accepted. For particulars apply to

THOS. HOUNSTON.
Edmonton, July 29th, 1897.

: DRINK THE :

SOUTH EDMONTON BREWING COMPANY

Lager, Porter & Ales

THEY ARE UNEXCELLED.

The Family Trade Solicited and Supplied Direct from the Brewery.

P. O. Box 192. Telephone in connection.

AGENTS—Frank Marriaggi is agent at Fort Saskatchewan, and J. D. Renault is agent at St. Albert. James Goodridge is agent at Edmonton.

Lager and Porter may be purchased from the above agents at same price as is charged at Brewery. Kegs must be returned when empty to the agent from whom they were purchased. Any person or persons selling kegs or defacing name on same will be prosecuted.

:: Bottled Wind ::

GULLINE METAL STITCHED AIR COLLARS.

Made by the GULLINE PNEUMATIC COLLAR CO. GRANBY, QUEBEC.

The strongest, most durable, lightest, coolest, easiest and best fitting Horse Collars on earth. Heavier loads drawn with less exertion than with any other collars. Sure cure for sore necks and shoulders. All collars from the lightest buggy to the heaviest day, made of the very best leather and tested by a pressure equal to fifteen tons pull, and are so guaranteed. Call and inspect them.

Full stock of Saddles on hand. Light and Heavy Harness, Whips, Sweat Pads, etc.

B. J. COLLINS, Opposite Ross Bros.

Macdonald's Pharmacy

—FOR—

Pure Insect Powder, Tanglefoot Sticky Fly Paper, Fly Poison Pads, Camphor, Carbolic Acid, Chloride of Lime.

D. W. MACDONALD, CHEMIST & DRUGGIST.

For a few days we will sell our

--FLOUR--

at the lowest possible figures:

Winnipeg Pat. Strong Bakers \$2.40.

Manitoba Strong Bakers \$2.00.

and all other grades on the same scale of cheapness.

Garipey & Chenier

GENERAL... MERCHANTS

NOTICE!

Notice is hereby given that on the 7th day of August, next, at the hour of 12 o'clock, noon, at the Poplar Lake school house, there will be offered for sale by public auction in accordance with the terms and provisions of the School Ordinance of the Northwest Territories, providing for the sale of lands for arrears of school taxes, the following lands situated in Poplar Lake School District No. 165, N. W. T. Canada:

W. half of Section 1, Township 54, Range 24, west of the Fourth Meridian.

Taxes, 1894, \$13 60

Interest to Nov. 30, 1895, 68

Taxes, 1896, 16 80

Interest to Nov. 30, 1896, 1 55

Taxes, 1896, 16 80

With interest from Nov. 30, 1896, at six per cent. \$49 59

Taxes, 1897, \$14 72

Unless the taxes on the same are sooner paid, JAMES McDONALD, Treasurer.

71-76

J. H. Morris & Co.'y

GENERAL MERCHANTS.

Just what the CAMPERS want, and at the lowest prices:

CANNED MEATS

Pigs' Feet Corned Beef Brawn
Chipped Dried Beef Tongue Sardines
Devilled Ham Potted Tongue Finnan Haddie
Potted Ham Kipper Herring Bloater Pas to

EVAPORATED FRUITS

Peaches Pitted Plums Prunes
Apricots Apples

TABLE JELLIES in ½ pint, pint and quart packages. TEAS—Japans, Congos, Ceylons, Assams, Pekoes and Young Hyson, also a full line of packaged Teas. COFFEE—Green and Roasted Bean and fresh ground, as wanted.

Large stock of Boots and Shoes, Dry Goods, Hats and Caps, Clothing and Gents' Furnishings, Crockery. Competent Dressmaker Up Stairs. Telephone 40. Free delivery.

Fly-Catching

Is an easy matter if you use the right means. One of the best is a sheet of

Sticky Fly Paper

Purchased from Graydon.

Fly Killing

Is easily and quickly done with

Graydon's Ready Fly Killer.

G. H. GRAYDON, Post. Office. Drug. Store EDMONTON.

FOUND.

A lady's black shopping bag full of clothing, etc. Apply at BULLETIN office.

FOUND.

In April last at the Muskrat creek, Jasper trail, by the undersigned, one white horse about six years old. For further information apply to R. G. Hardisty or the undersigned.

79-84 MAY CHAN, Stony Indian.

NOTICE.

The Globe Hotel, St. Paul, Minn., will give a month's board to any one who will furnish a room's head mounted. Write for particulars.

EMILE CONSTANT, 209 East Sixth Street, St. Paul, Minn.

NOTICE!

W. E. Howey wishes to inform the public that he has leased his butcher business to R. Goodridge for eighteen months, also that he requires all accounts settled promptly, and anyone having an account against him will please present same.

He wishes also to thank the public of Edmonton for their patronage, and can assure them that they will find a stock of first-class meats at the same old stand handled by the new proprietor.

WANTED.

At once, a servant girl. Apply to P. L. McNAMARA.

FOR SALE.

Driving mare and colt, set of light single harness, buggy and cutter, complete and in good order. A bargain. Apply to BULLETIN Office.

STRAY.

Stallion about three years old, brown with a little white on both hind legs and a few white hairs on forehead. Branded E M on right shoulder, but the brand is nearly invisible. In care of undersigned since 20th D-cember last.

79-83 T. R. JEVNE, Wetaskiwin.

NOTICE.

Advertisers wishing their advertisements changed will please hand in copy the day previous to the day of publication.

GO TO..

MRS. BUSH

For the latest in Millinery, Ladies' Blouses, Ready-made Wrappers and Children's Wear.

There is no doubt that Canada is at a great disadvantage in handling the trade and administering the affairs of the Yukon, from the fact that all present means of access to that region are through United States territory. So far our neighbors seem willing to accord all reasonable privileges in the matter of crossing their possessions, but there is no knowing how long this will last, and it will last all the shorter for the knowledge that they control all available routes. The mining population now rushing in is largely American, imbued with the idea that if the United States does not own the earth the United States certainly should. We have had ample proof in the past that the United States government is very full of the same idea. At best it could hardly be hoped that our government could administer affairs in that distant region to suit United States citizens there, and unfortunately their first effort at drafting regulations to meet the new conditions gives an absolute assurance of trouble if they are adhered to. In case of objection being made by United States citizens to Canadian government regulations, the United States government under the influence of the jingo idea, would very likely put on the screws in the handling of bonding regulations, hinder passage of military force, and in any other possible way hamper Canadian authority. This is only a possibility, but it might become a grave reality at any moment, and our government and people should not shut their eyes to the facts. It is easy to be blind, but it is sometimes very expensive. At the very time when we most needed the friendly offices of the United States government would be the very time that we would not receive them—as on the two occasions when Canadian vessels were refused permission to pass through the "Soo" canal with their cargoes and passengers.

For grave reasons of state there should be a ready means of getting into and out of the Yukon through Canadian territory at any season of the year, with a mail and telegraph service also out of reach of foreign interference. And there are other reasons. None of the routes by which the Yukon is reached is suitable for the cheap transport of live stock. Consequently horses for transport and cattle for beef are almost unknown; and yet these are two of the greatest necessities of a mining country. Even though cattle can be taken in by present routes, the starting point is far distant from the regions where cattle are cheap and abundant. In the Territories there are plenty of cattle and horses. In the Yukon plenty of cattle and horses are wanted. The Yukon is a part of the Territories and is nearer to the grazing regions than to the commercial cities of the coast, and yet if cattle are taken they must go from the coast. This is not as it should be. The beef supply in a mining region is or should be half the living of the miners. There should be means provided whereby the miners of the Yukon could buy beef at a reasonable price and the ranchers of the Territories could sell it, also at a reasonable price. To bring the pastures of the Territories within practicable reach of the Yukon mines is a project worthy the best and earliest attention of the government; and fortunately there is nothing very difficult in attaining that end.

The cutting out of a wide pack trail from Edmonton by way of the Peace, Liard and Pelly rivers would allow cattle to be driven direct from the ranches to the mines, and at the same time would make Canada independent of routes through the United States for access to the Yukon, if the worst came to the worst—as it may at any moment. Once a trail were opened that cattle and horses could be driven through many miners and prospectors would prefer to buy a few pack horses and travel through by land rather than pay passage by the long and expensive coast route. This would throw so much of the outfitting business into Territorial and eastern hands, of which they do not now get any share. There is no

reason why all the outfitting should be done west of the mountains if a reasonable portion can be done to the east. The Territories, Manitoba and indeed all Eastern Canada have a direct selfish interest in securing the opening of this route in order that eastern business interests may share in the profits of the Yukon trade.

The route in a general way would be as follows:

Edmonton northwestward by St. Albert and Lac la Poudre to Athabasca river, 70 miles. Wagon and cart road now existing all the way.

Athabasca to west end of Lesser Slave lake, 100 miles. Pack trail formerly existed, but was abandoned when the Landing road was made. Country said to have been largely burned over in recent years so that it would be much more passable now than formerly.

Lesser Slave lake to Peace river crossing, 70 miles, wagon road now in use.

Peace river crossing to Fort St. John, on Peace river, 150 miles, cart and pack trail through good country, in regular use.

A shorter route than the foregoing can be taken from Edmonton to St. John by way of Lake St. Ann, Sturgeon lake, Smoky river and Grand prairie, but only the part from Edmonton to Lake St. Ann is a wagon road, the rest is pack trail.

From Fort St. John the Peace river Indians, who use horses, are said to hunt as far north as the Liard, 200 miles, which proves that region is also passable for horses and therefore suitable for the making of a cattle trail, or at some additional expense a wagon road; as the country to that point is not rugged.

From Fort Halkett on the Liard to the Pelly river, which is the main branch of the Yukon, at a point navigable for steamers, would be about 200 miles. As all travel along this stretch has been by river it is not known what the facilities for a cattle trail are. This stretch of country is where the Liard passes the Rocky Mountains. But as the mountains are distant from the river and are not either very high or rugged it is quite certain that a stock trail could be made. Judging from Prof. Dawson's description of the appearance of the country as seen from the river there can be no doubt about it. Indeed he speaks of the region at the portage from the waters of the Liard to those of the Pelly as being particularly well adapted for the subsistence and use of cattle. It is quite possible that a pack train could be pushed through this stretch of country now, but there has been no inducement until the present, since the H. B. Co. gave up Ft. Selkirk at the junction of the Pelly and Lewis rivers some 200 miles above the Klondike. There is very little doubt that cattle can be driven down the Pelly to Klondike, even without any cutting of trails. In any case, once navigable water on the Pelly was reached ingress would be established which would be of the greatest value to Eastern Canada commercially, and to all Canada in the administration of the affairs of the region.

The work of putting this trail through should be begun at once and be completed this season. Beef is wanted in the Yukon right now and unless work is begun and pushed this season another year will have to pass before it can be supplied. Every commercial interest—in the Territories particularly—should unite to impress upon the government the necessity of going to work on this project without delay. This is a case in which a judicious immediate expenditure would be a very great future economy.

If trouble should unfortunately occur in the Yukon—and there never was a better showing for it on earth—this road would have to be cut in a hurry and at great expense. If it were cut at once the fact that it was available for use would go further than anything else in preventing trouble.

It should not be forgotten that this trail would cross the gold bearing Athabasca and Peace rivers, follow up the gold bearing Liard and down the gold bearing Pelly. For its whole distance it would be in gold bearing country, besides passing within reach of Cassair, and would therefore offer special inducements to prospectors, and might indeed be the occasion of some rich finds. At one point on the Liard Prof. Dawson reports washings worth \$10 a day.

THE MACKENZIE ROUTE.

By common consent Edmonton is looked upon as the starting point east of the mountains for the gold fields of the Yukon. This is natural, as it is the nearest railroad point to the mines. Not only so, but any route from Edmonton would pass entirely through Canadian territory, a most important consideration when it is remembered that all other routes pass through United States territory and are therefore subject to possible complications as the result of the discourtesy or hogwashiness of our great neighbors. Again, in so far as the trade of the Yukon is done from the Pacific coast the United States cities on that coast must do a great share of it. An all Canadian route from a point east of the mountains would enable the Territories, Manitoba and Eastern Canada generally to share in the benefits of the trade. Fortunately there exists a trade route from Edmonton that without any expenditure whatever in improvements will compare very favorably with any other route into the Yukon for the transport of supplies. This route has already been mentioned. It is by boat down the Mackenzie, then a short portage, and down the Porcupine branch of the Yukon. There is good flat boat or barge navigation all the way except 35 miles at Peel's river, which can be made in small boats, with a few short portages. This route offers special advantages to miners who are not too flush of money desire to take in their own supplies. By the construction of a line of four steamers and the making of some improvements at Peel's river there is no doubt that this route could compete in freight with any other. A table of the distances is given in another column. The information given below is gathered from men who know by personal experience whereof they speak.

R. Secord, trader who has large business interests as far north as Great Slave lake and has shipped hundreds of tons of freight down the Athabasca, gives the following information:

Edmonton to Athabasca Landing, 90 miles, wagon road. Abundance of freights. Freight charge, winter or summer, 75c to \$1.00 per 100 pounds.

At the Landing contracts can be made with local men for the construction of boats. Three classes are used, flat boat, Sturgeon head and York boat. The flat boat is cheapest and draws less water than the others. It is therefore preferred for merely going down stream as far as Resolution on Great Slave lake. These boats are not generally brought back. The sturgeon head is used by the H. B. Company for going down and up the chain of rapids from Grand Rapids to Fort McMurray. It is also of light draught, but costs more than the flat boat. The York boat is more expensive than either of the others, but is preferred if lakes have to be crossed as it will carry sail well, or if it has to be towed far up stream, and is indeed the best general purpose boat. The party that is to start next week will, however, take a flat boat.

The flat boats are made about 45 feet long, 8 feet wide at bottom, 11 feet at top and about 3½ feet deep. The bottom slopes upward at each end and the sides draw in. It is in fact a large punt. Such a boat will carry 10 tons of freight, and costs from \$75 to \$100. The crew necessary to take it through the rapids comprises a bowsman, steersman and four oarsmen. Such a boat will make the 168 miles to Grand Rapids in 2½ days with a fair stage of water. At Grand Rapids the load has to be taken out and portaged half a mile and the boat let down the rapid by a line. From the foot of Grand Rapids to Fort McMurray there is a succession of rapids, in passing over which careful handling is necessary, but no portages are required to be made except in very low water. The run from the Grand Rapids to McMurray, 87 miles, may be made in a day and a half. Or the whole trip from the Landing in six days. In low water however it may take two weeks, if the boats are heavily laden. It is customary to hire extra men at the Landing for this trip paying them \$25, and their board. From McMurray they return up the river. The boats can then be taken down the Athabasca to Chipewyan 185 miles by thirteen in about four days. Some fifteen miles of Lake Athabasca has to be crossed in reaching Chipewyan. From Chipewyan ten miles more of the lake has to be crossed to the outlet. The distance to Smith Landing on Great Slave river is 102 miles. This is made in about two days. From Smith Landing to Fort Smith, 16 miles, is a series of five or six portages, where loads and boat have to be portaged. The boats are hauled over the portages by block and tackle. Extra men and guides have to be, and can be, hired here to help over these portages. There is a small settlement at this point. The Hudson's Bay Company use a wagon road around all the portages and it is possible to get small quantities of freight transported over this portage by the half breed settlers at 50 cents per hundred pounds. From Fort Smith to Resolution on Great Slave lake the distance is 194 miles and the navigation good, the boats can be run night and day and the distance may be covered in four or five days. From

(Continued on third page.)

There is no use

putting it off any longer as there will be nothing gained by it. If you need any goods of any description now is the time to buy them, and the only question to consider is, where are you going to buy them, where can you do the best and be sure of getting the best value for your money....

This is both a wise and important matter to consider whether times are good or bad. In the opinion of a large number of the most prosperous people in the country, who are the shrewdest and most careful of buyers, McDougall's is the place the year round, in any kind of times, and no matter what is the size of your purse. No purchasers too small or none too large. One and all receive the very best of values, and they all come back for more.

The stock is now large and complete in all lines.

J. A. McDougall.

C. GALLAGHER'S

FOR ALL KINDS OF

-- MEAT --

Fresh and cured. The best the market will afford. Wholesale and retail. Be sure and see our Easter display.

TERMS CASH.

Marshall's Teas.

A new supply just to hand in Ceylon, India, Congo, Japan, Young Hyson, Gunpowder, etc., etc., of choice quality and at the usual low prices.

BECKETT & CO.
.. AGENTS ..

To the Public

Owing to the increase of our business we have enlarged our store and will therefore be enabled to show our complete stock of Ready-made Clothing, Hats and Caps, Boots and Shoes, etc. Call and see our prices. No trouble to show goods.

Sigler & Cristall

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Next to Macdonald's Drug Store.

J. WALTER,
Upper Ferry Crossing.
For Buckboards, Wagons, Buggies and Carts of first quality.
Horse-Shoeing and repairing done promptly.
Mining Dredges, Grizzlies, Boats and full Mining Outfits.

TERMS, .. CASH.

Greatest Bargains of the Day

.. AT THE ..

.Manchester House.

16 Yards Good Strong Flannelette for \$1.00.
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Fancy Flannelettes for Children's Dresses from 10cts.
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Children's Fancy Handkerchiefs, 2 for 5c.
Dozens of Ladies' Blouses from 50c upwards.
Splendid values in Men's, Women's, and Children's Boots, Shoes and Slippers.
Pillow Cotton from 12½c. Towelling from 5c. and upwards.
A nice line of Wrappers from \$1.50.

There is a competent Dressmaker on the premises

Terms Strictly Cash. Positively no exceptions.

W. JOHNSTONE WALKER.

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If you are going to the
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Or going camping for pleasure, come to us for your supplies. We will fill your wants for both inner and outer man.

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"Twenty Years
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Oats, Potatoes, Butter and Eggs taken in trade.
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GROCER & TEA DEALER

For the Best Tea
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Flour at Reduced Prices.

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NOTICE!

Whereas a Certificate of Ownership No. 48 "H" in favor of Harry Havelock Robertson, of Edmonton, having been lost or destroyed, and satisfactory proof being made to me by statutory declaration of such loss or destruction of said Certificate, public notice is hereby given that at the expiry of four weeks from the date hereof a new Certificate of Title will be issued in favor of the said Harry Havelock Robertson.

GEO. ROY,
Registrar N. A. L. R. D.
Edmonton, 22nd July, A. D. 1897. 6-53

JUST ARRIVED :::

A beautiful assortment of Ladies' Hats and Bonnets in all the latest styles and shapes. Also a profusion of Flowers, Ribbons and Hat Trimmings of every description.
The trimming of Hats and Bonnets a specialty. Call at my Millinery apartments in the "Alberta House," Fort Saskatchewan.
Terms Strictly Cash.

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Save a Dollar

And help build up Edmonton by getting your clothes made at .. : ..

P. Wagner & Co.

A fine range of Worsteds—Black and Blue, Scotch and Irish Tweeds, and nice Pantings. First class work guaranteed.
GIVE US A CALL. JASPER AVE.

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LUMBER
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FLOUR AT A GREAT
REDUCTION.

A large and assorted stock of Dry Lumber on hand which has been lately augmented by the purchase of Fraser & McKernan's stock.

British Columbia Fir and Cedar Lumber, Shingles, Lath, Mouldings and Casings, Doors and Windows.

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STRONG BAKERS

IS FIRST CLASS. TRY IT.

EDMONTON MILLING COMPANY
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R. RITCHIE, Manager.

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Cedar Sash and Doors, Mouldings, Casings, etc. Window and Door Frames made to order. Also all kinds of Turned Work.
Kananaskis Lumber for sale. A carload to arrive next week.

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Mill and office, corner Namay Avenue
P.O. Box 175

THE MACKENZIE ROUTE.

(Continued from Second Page.)

Resolution to Providence at the Mackenzie outlet of Great Slave lake the distance is 168 miles, along the south shore of the lake. In this part of the journey a York boat is much preferred as it can be sailed very well. The flat boat is not good for lake navigation. Indeed on the Mackenzie itself owing to the immense breadth of the stream it is very desirable that the boat should be able to carry sail, and be seaworthy. However the current will take a flat boat down stream. The distances between Hudson's Bay posts along this river are: Providence to Simpson 161, Simpson to Wrigley 136, Wrigley to Norman 184, Norman to Good Hope 174, Good Hope to mouth of Peel river 252, up Peel river 18 miles to Fort McPherson. The trip from Resolution to Macpherson can be made in 13 to 15 days with York boat and full crew, but by flat boat it would be slower.

G.W. Gardner, secretary of the board of trade, who put in the year '71 to '72 at Fort Macpherson in the service of the Hudson's Bay Company has given the distances and time for the trip from Resolution to Macpherson. Peel river, coming from the south, joins the Mackenzie on its west side. Rat river coming from the mountains flowing a little south of east joins Peel river about twelve miles above its junction with the Mackenzie. This is within 100 miles of the Arctic coast and while the Rocky Mountains still retain their rocky character they are not nearly so high nor so rugged as further south. The range is very narrow, for it is less than 60 miles from Fort Macpherson on Peel river on the east side to Bell river on the west. Bell river comes from the northeast, to La Pierre's House, which is the first Hudson's Bay post on the waters of the Yukon, 60 miles from Fort Macpherson. An eastern branch of Bell's river interlocks with a branch of Rat river flowing into Peel river. So that in the summer of '72 Jas. McDougall, an officer of the Hudson's Bay company, who had been commissioned to explore for a practicable trade route from the waters of the Yukon to those of the Mackenzie, took a large row boat from the waters of the Mackenzie to those of the Yukon and back again the same season. He had a crew of eight men. He reported that the longest portage he had to make was a quarter of a mile and that it was not more than 35 miles between good steamboat navigation on the Rat river to the same on Bell's river. At that time the Hudson's Bay company had an idea of supplying their posts on the Mackenzie river with goods brought by steamers up the Yukon and across by this route to the Mackenzie. It is said that Mr. McDougall declared the route feasible, but owing to customs difficulties on account of Alaska being the property of the United States, it was decided not to adopt it. Since then the advance of railways has thrown the balance in favor of the eastern route to the Mackenzie. Goods for the Hudson's Bay company's Yukon trade are taken in winter from Macpherson to La Pierre's house by dog train.

The Rat river route has never been utilized. Mr. McConnell, of the geological survey, however, sent his boat across from Peel's river to Bell's river by this route when on his way to the Yukon. If a flat boat was used for the trip to Peel's river it would probably have to be broken up to be taken over the portage and set up again on the other side, while the goods would be taken in small row boats.

The Bell's river is easily navigable for steamers from above La Pierre's house to its junction with the Porcupine, about twenty miles. The land journey from La Pierre's house occupied seven days on foot across the summer portage, or 2 1/2 days in winter with loaded dog sleighs. There is no impediment to the navigation of the Porcupine from Bell's river to the junction with the Yukon, and the run can be made in three or four days, a distance of 400 miles. The upper Porcupine and lower Mackenzie open from the 25th of May to the 8th of June and close from Sept. 15th to Oct. 1st.

This route is at its best from the rise of water in the latter end of May until the water begins to fall in the latter end of July. The figures given as to time are for a good stage of water. Before the water rises in the spring and after it begins to go down in the fall not nearly such good time could be made. There are two full months, however, from May 20th to July 20th that would be all right to start in to get through to the Klondike the same season. There is not much use starting before the beginning of June as the ice sometimes has not cleared out of Great Slave lake until July 1st, and it has been known to be as late as July 12th.

Capt. Segers, who has been captain of the Hudson's Bay steamers Graham and Athabasca, gives the following particulars as to steamboat navigation: The Athabasca, stern wheel, is 28 feet beam and 135 feet keel. She runs from Athabasca Landing to Grand Rapids, 165 miles, in 14 hours when the water is at a fair stage. The return trip takes 45 hours. In low water in the fall she is sometimes unable to go below Pelican rapids, 125 miles from the Landing.

Sturgeon head row boats take the freight from the Athabasca to Fort McMurray through the Grand and following rapids, 87 miles, already stated. The steamer Graham, stern wheel, 24 feet beam and 130 feet keel, runs from Ft. McMurray to Smith Landing, about 300 miles, in 34 hours and returns in 52 hours running time. The water is never too low on this route. At Smith Landing the goods are freighted by wagons 16 miles to Fort Smith.

The Wrigley, propeller, 14 feet beam, 90 feet keel, 10 feet depth, runs from Fort Smith to Fort McPherson. The down trip occupies about eight days and the return 22 days. She runs day and night on the Mackenzie and on Great Slave lake. These boats are fully occupied in doing the trade of the Hudson's Bay company in the Mackenzie basin and do not handle freight for other parties. They are therefore not in a position to take part in the Yukon trade. If steamers were put on for that purpose they could also do the business on the Mackenzie which the Hudson's Bay company will not touch. Of course there would have to be a steamer on the Porcupine to run in connection with the Mackenzie line if it was intended to compete by this route for Yukon freight. The steamers of the Hudson's Bay company were built at the Landing, Chipewyan and Smith respectively. A new hull was built for the Graham last winter. The Roman Catholic missions have a small steamer on the lake Athabasca stretch and another on the Mackenzie, with which they handle the supplies for their several missions, but they are not equal to the Hudson's Bay vessels. There is no doubt that there is an excellent opportunity for the profitable investment of capital in putting a line of steamers on the Mackenzie both for local and Yukon trade.

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There is no doubt that there is an excellent opportunity for the profitable investment of capital in putting a line of steamers on the Mackenzie both for local and Yukon trade.

STEWART RIVER TOO.

An Ottawa despatch of July 26th, says: Government officials have received a letter from the Yukon, dated as late as the 22nd of June. It confirms previous reports respecting the marvellous discoveries in Klondike, and tells of other discoveries in the Stewart river district, of equivalent, if not greater richness than have yet been made along the other streams.

S. MORAN

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\$1.75 per Ton.
Cash on Delivery.

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All orders promptly attended to and first-class work guaranteed.

PUMPS—Turbine Turbines, Pipe, Etc., a foot.

Cylinder, \$5.00. Head, \$7.00. Placed and in working order.

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Boss' Fla. Edmonton

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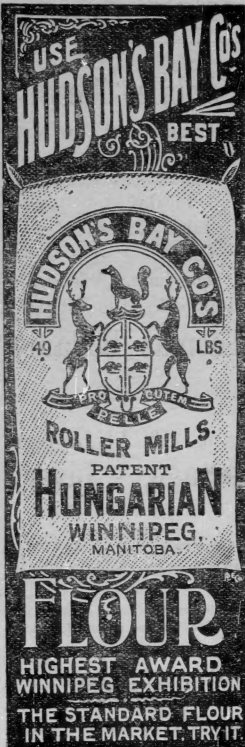
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Have you tried our 50c.

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You will find it good and always the same, a genuine Tea, fragrant and refreshing. Buy Tetley's Tea and get Tea, not a parody on it.

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Are also a specialty, and the best in the market.

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